AFFAIRS OF THE RAILWAYS

Last Week's Local Records Show a Heavy Increase in Freight Business.

East-Bound Shipments Not Up to Those of the Previous Week, but the Trunk Lines Are Crowded from the Seaboard Westward.

The train records show that in the week ending Feb. 27, there were received and forwarded at Indianapolis 420 more loaded cars than in the week preceding, and that the improvement is wholly in local traffic, though business East-bound not being as heavy as in the week ending Feb. 20. For the first time in the last two months the Eastern trunk lines are receiving all the business which the Big Four, the Lake Erie & Western, the Pennsylvania, and the C., H. & D. hnes can turn over to them, which is evidence that the bulk of the freights at the seaboard terminals which were blockading traffic have been gotten rid of through home markets or by loading vessels with export grain and flour. Export freights are still heavy, except cattle. Shippers look for a heavy export trade in cattle this year, as some fine stock is being fattened in this and adjoining States, especially for the foreign markets, and rates have been so adjusted as to admit of this increasing traffic. West-bound tonnage is increasing daily, the increase being largely in first-class freights, dry goods, boots and the spring trade. Shipments railway supplies and fron structural work are heavy, and within the last few days transcontinental freights have increased largely in volume, mostly bulky freights-furniture, lounges, carriages, etc. In local traffic a heavy in and out-bound business has set in. At the city freight depots there is more than ordinary activity for this season of the year, and local sidetracks are full of cars laden with building material, produce and miscellaneous freights. Shipments of live stock are at a minimum, packers finding it difficult to keep up even a half supply of hogs. Next month shipments of cattle will increase, but for some months this market's supply of hogs must come from a distance. Coal traffic has also dropped to a minimum, only enough being handled to keep up the local sopply for manufactories, which cannot depend on natural gas for fuel. Below is given the number of cars received and forwarded at this point for the week ending Feb. 27, as compared with the corresponding week of the preceding two years: 1451 51

Name	of Road.	naded cars, 1892	oaded cars, 1891.	naded cars, 1890.
L., N. A. & C., Air-line I., D. & W. C., H. & D. (Ind'p'l's div.) L. E. & W. Penn'a lines Louis'le div. Louis'le div. Chic'go div. Ind'a'pisdiv. Fast div. Eastern West div. Cl'c'n'ati div. St. Louis div. Cl'v'Ind div. Vendalia		972 502 580 890 615 1,615	410 580 548 590 1,156 487 1,472 838 1,066 2,067 2,397 1,723	771 689 445 553 832 374 1,527 687 836 1,729 2,279 1,826
Totals		19,872 4,640	17,619 4,887	16,596 4,382
Total movement Personal, Local and				

On March 1 the Red fast freight line will withdraw from the Sandusky division of the Big Four, and the White line will take

The position of assistant to the president has been abolished on the C., C., C. & St. L. (Big Four), Joseph Ramsey, jr., now simply having the title of general manager. Mr. R. C. Bliss, formerly of the Erie railway, has been appointed city passenger agent of the Big Four in Cincinnati, to succeed Mr. Swartz, the appointment to take effect March 1. The Pennsylvania Company has put a steam-shovel at work and put on construc-

tion trains from Curveton pit to make the fill for a second track between Logansport and Anoka Junction. The old board of rulings gives notice that as the Trunk lines prefer to allow differen-

tial fares rather than pay commissions, awards of besiness to roads caught paying commissions will be withdrawn.

The Chicago, Milwaukee & St. Paul has completed its road into the heart of the Sisseton Indian reservation, which is to be opened for settlement April 15. The com-pany now proposes to build to the northern end of the reservation.

The application of the Atchison, Topeka & Santa Fe to the advisory board of the Western Traffic Association for a reduction of immigrant rates not having been allowed, the Santa Fe will, it is stated, withdraw from the association.

J. H. Littlefield has been appointed general agent of the San Antonio & Aransas Pass road, with headquarters at St. Louis. St. Louis, Kansas City, Indianapolis, Louis-ville, Cincinnati, Milwankee, Toledo and Chicago come under his supervision.

The three Mackey lines earned in the third week of February, \$46,501; merease over the corresponding week of 1891, \$3,127, as follows: Increase on the Evansville & Terre Haute, \$1,471; the Peoria, Decatur & Eastern, \$1,380; Evansville & Indianapolis, The Railroad Hospital of the Wabash, at

Peru, Ind., is proving a blessing to train-men who are injured and have no homes to go to. Men off of the Lake Erie & Western, as well as the Wabash, are treated at this institution, which now has over thirty sick and injured to care for.

The Pennsylvania and the Baltimore & Ohio Railroad Companies are trying to secure control of the Huntington & Broad Top road. The former has gone so far as to guarantee dividends of 7 per cent. per annum on the preferred stock and 5 per cent, on the common stock. H. G. Stiles, agent of the Cincinnati, Hamilton & Dayton at this point, has just

commenced his twenty-third year of serwice with the company, or on the Indian-apolis division of the C., H. & D. He was first agent of the Junetion road at Connersville, and twenty years ago was transferred to Indianapolis. The Chicago & Eastern Illinois earned in the third week of February, 869,100; in-

crease over the corresponding week of 1891. 00. As yet, the new extension of the Chicago & Eastern Illinois is not swelling its earnings. For ten weeks past the pas-senger earnings of the road have shown a much larger increase proportionately than have the freight earnings.

Wm. M. Green, formerly general manager of the Big Four lines, was in the city yesterday en route to Virginia to look after some mining interests with which he is connected. He is much pleased with his new position at Chicago, it being much better than riding four nights in the week in a general manager's car and spending several hours each week listening to the grievance committees.

J. D. Layng, president of West Shore road, announces that extensive improve-ments will be made to the property this year. At Coeyman's Junction the roundhouse and shops are to be enlarged and six-teen additional side-tracks, with a capacity to hold seventy-five cars each, laid. The long trestle on the Albany branch is to be filled, and between the embankments an iron structure put in, costing \$60,000.

In the shops of the Pittsburg, Fort Wayne & Chicago at Fort Wayne the men to-day commence working thir-teen hours. Through the winter they have been running but ten hours, but there is so much repairing as well as new work laid out for these shops that it is necessary to work overtime. As at these shops all new work is done by the piece, as well as heavy repairs, the more hours the men can work the better are they pleased.

The passenger men located at Cincincati are credited with being the most companionable persons engaged in the same pur-suit to be found in any city in the Union. When in their offices they may be the sharpest and bitterest of competitors, but when they meet all jealousies and petty bickerings are set aside. E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, is said to have been more instrumental in bringing about this state of all, irs than any one man at | Sarsaparilla makes the weak strong. A fair | Cincinnati. He, with other general passenger | trial will convince you of its merit.

agents, have a habit of meeting at one place for dinner and spending three-fourths of an hour pleasantly. This extends to the city passenger agents, who meet daily at one place for dinner at 1 P. M., during which meal business is kept of sight. In bringing about this state of affairs Mr. McCormick was seconded by O. P. Mo-

Carty, of the B. & O. Southwestern. The Allegheny Valley Railroad Company passes out of existence to-morrow and this four hundred miles of road becomes a part of the Pennsylvania system. It is stated that there will be no changes in the official roster of the road, at least for the present. The organization which has been in control of the property temporarily consisted of R. V. Barclay, chairman; George B. Roberts. A. B. Widener and J. P. Green, executive committee.

D. B. Martin, general passenger and ticket agent of the Big Four, writes: "In the Journal of the 25th inst. 1s a paragraph referring to the monthly report of the Chicago and Ohio River Passenger Association. I respectfully call attention to the fact that the percentage shown as carried by the Big Four between Indianapolis and Chicago is incorrect, the proper figures being 41.08 per cent. Possibly the percentage carried by the Big Four has been credited to the Monon line in error."

Indications point to more friendly relations between the Pennsylvania and the Baltimore & Ohio. On Thursday evening last, President Mayer, of the B. & O., entertained President Roberts, of the Pennsylvania, very handsomely, in Baltimore, at dinner. Should the two giant railway corporations join hands in a fight against the Beech Creek railroad extension it would not be a surprise, as should it be pushed through from Braddock to Wheel-ing, it would become a formidable rival of the B. & O. and the Pennsylvania territory, where both get an immense tonnage

The Board of Trade of Mansfield, O., together with a committee of the business men of that place, will have a conference with the higher officials of the Pennsylvania lines shortly, horing to offer such inducements that the Pennsylvania Company will make Mansfield, instead of Crestline, a division point. It is argued that Mansfield more equally divides the dis-tance from Conway to Fort Wayne than does Crestline. The Pennsylvania Company is now making considerable improvements at Mansfield, among other things building a large freight depot, and this encourages these committees in the belief that their efforts will be successful.

THE COURT RECORD.

SUPREME COURT OPINIONS.

15617. Thomas J. Steele vs. Eliza H. Mc-Carty. Clinton C. C. Affirmed. Coffey, J. -When a judgment amounting to \$350, amply secured by mortgage on real estate, was struck off and sold to the attorney of the execution plaintiff it was not subject to levy and sale on an ordinary execution, unless given up by the holder for that purpose, and unless so given up the levy and

15370. Maggie Shanks vs. George W. Robinson. Ohic C. C. Affirmed. Elliott, C. J.—It is competent in actions for malicious prosecution to prove the state of feeling existing between the parties to the action, but it is not competent to prove that the defendant in such an action entertains malice against third persons. 2. When it becomes necessary to show the intent it is competent to prove the trans-actions between the immediate parties and the nature of the controversy between

15329. William E. Alexander et al. vs. Abraham Gill. Marshall C. C. Reversed. Olds, J .- Where in an action to recover possession of real estate before a justice an answer setting up title to the real estate is filed, to which the justice sustained a demurrer and proceeded to trial and rendered judgment, the judgment was binding upon the parties and could not be questioned collaterally, and the writ issued upon the judgment was full protection, to the officer and those whom he called to his aid in the execution of the writ.

15185. Albert G. Johnson vs. John R. Brown. Huntington C. C. Rehearing de-

15175. Mary J. Cowan vs. Herbert Huff-man et al. Kosciusko C. C. Motion for cer-tiora ri overruled and rehearing denied.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Eliza Hackney vs. Ella Pohlman; slander. verdict for defendant. Hattie E. Showers vs. I., D. & W. Railway Company. Motion of defendant to vacate receivership overruled. Appeal to

Supreme Court. Probat & Schad vs. Robert Hartness's Estate. Claim allowed by court for \$61.65.
R. P. Smith & Sons vs. George A. Reisner's Estate. Claim allowed for \$44. CRIMINAL COURT.

Hon. Millard F. Cox, Judge. State vs. Frank Combs and Charles Rogers; petit larceny and burglary. Plea of guilty. Under advisement. State vs. Arthur Locklier; plea in abatement to charge of embezzlement. Demurrer of State's attorney overruled and de-

fendant discharged from custody. SUPERIOR COURT. Reom 1-Hon. Napoleon B. Taylor, Judge. George W. Everhart vs. Eva Everhart; divorce. Under advisement. New Suit Fried.

Tillie De Blaco vs. Robert De Blaco: di vorce. Cruelty.

The Farmers' Club. Pittsburg Post.
We often hear the complaint from people

living in the country that their lives are lonesome, and that they find few opportunities for mental and social enjoyment. In view of this fact it seems strange that there are so few farmers' clubs. Nothing pays better on the invest-ment. All that one need contribute is a day or half day every two weeks or month. The club should not be large, and a dozen families is even more than enough. None should be admitted who will not willingly contribute their due share to the literary entertainment of the members. The programmes should be simple, and discussion should be encouraged. It is usu-

ally best to arrange them for several months ahead, as the topics should be timely. To illustrate: In a programme for a meeting in the latter part of the winter two or three farmers should lead in talks on the culture of some spring ctop. After statements of their views and their treatment of the crop, general dis-cussion by all members may follow. Confine the discussion to the subject, and in this way points valuable will be brought

Some topic of general interest to the la dies, as well as the men, should always have a place on the programme. When practical, a paper on some purely literary topic should be prepared and discussed. In these ways we are prepared to become better farmers and better citizens. How half a club be started? There is no better way than that any one who is interested in his work, invite a half dozen or more farmers and their wives to his home for a dinner, bring the matter up and effect an organization. Then let a committee arrange a programme, and all work with a will. Try this plan.

Outlook for Farmers. American Agriculturist.

There are signs of the times that at least foreshadow probable development. So far, our agriculture has not passed its crude stage. Its mission has been to subdue land, under a practice that has been wasteful. Intensive culture has only occasional examples, too scattering to serve efficiently as object lessons. Our agricultural schools and experiment stations are reaching practical farmers through results of experiments and their stimulation of popular teaching in farmers' institutes, dairy conferences and grange discussions. The rurul classes are enjoying educational influences which cannot fail to render agriculture more productive and remunerative. Superficial culture and low yields should no longer characterize it. We must not forget that with the average yield of England our wheat area is more than ample to produce 1,000,000,000 bushels. It is folly for us to reststolid ly with twelve bushels per acre. A few individuals, intelligent, alert and thorough, are already doubling these old averages. A few may follow their example in a year. In tifty wha tmay we expect?

Progress in these lines, directed by skill and industry, business tact and close economy, will bring to the farmer comfort and competence, which the indolent and improvident can never share. The one will ever be cheerful and thrifty; the other in debt, difficulty and despondency. The one will be indebted to mind and muscle for his fortune; the misfortune of the other will be indebtedness represented by a mortgage.

IT is not theory but fact-that Hood's

MAY START THE CAR-WORKS

Owners of the Plant Propose to Organize a Company with Local Capital,

Why They Think It Can Be Operated at a Profit -Haugh, Ketcham & Co. to Rebuild on Their Old Site-Industrial Notes.

Messrs. E. Pollak, of Cincinnati, and Major Collins, of Brazil, who, with their associates, purchased the car-works under the receivership, were in the city Saturday and held a long conference with the committee on manufactures of the Commercial Club, presenting a plan for again putting the works in operation. It will be remembered that these gentlemen purchased the works, when sold in court, for \$75,000, when the general impression was that they would not go for less than \$200,000. They now propose to organize a company to be capitalized at \$200,000. They offer to put in the plant and certain other property in bills receivable, raw material and manufactur-ing stock, at \$150,000, if local capitalists will subscribe \$50,000 of the stock.

They figure that this will be a very profitable investment. When the car-works were thrown into the hands of a receiver there had been a series of bad crops, the bottom had dropped out of the demand for cars, and similar establishments all over the country were running at a loss. Since then a number of these have failed, notably the United States Rolling-stock, the largest concern of the kind in the country. While these failures have resulted in a greatly decreased output the abundant crops, on the other hand, have caused a vastly increased demand at better prices.

If car-works will pay anywhere they surely will in Indianapolis, for its location, as a railroad center, makes it wonderfully convenient. The works were operated as establi repair shops under receiver Henning, and ately. made a profit. The Commercial Club's committee looks with favor upon the project, and has promised to see what can be done toward carrying it out.

Building Material Is Cheap. Justus C. Adams says that building material is to be furnished cheaper in Indianapolis this year than ever before. Excellent brick are now selling at \$6 per gas having revolutionized their manufacture. The Sheridan brick-works are now turning out 300,000 brick a week and about one-half of their product for this season has been engaged, the brick in the new Library building and the Commercial Club building coming from these kilns. One of the results of introducing natural gas to burn brick is that there is no waiting for the spring market to open and no varying in the price of brick the year round, as they are manufactured as readily now as

in midsummer. New Factory Buildings. The Eilis & Co. Fence Manufacturing Company broke ground for their new building on Kentucky avenue last week. In the construction of the building 150,000 brick

The National Starch Manufacturing Company on Saturday let the contract for their new building for \$85,000. John Martin does the brick-work and G. H. Shover the other parts of the contract. Gillette & Co., manufacturers of bent-

wood wagon material, are putting on an addition to their works at Brightwood, and, when it is completed, will work eighty more hands than they now do.

Haugh, Ketcham & Co., it is stated, have decided to rebuild on the same ground at Hanghville, and are preparing plans and specifications to build on a more extensive scale than were their old shops. Thomas Madden, lounge manufacturer, last week commenced putting in the foundations for his new building. It will be of brick, resting on a stone foundation, 250,000 brick being used in its construction. When completed he will double his force,

working 200 men. The large new building of Lieber & Co., art-goods-dealers, is nearing completion, and the establishment will soon be working eighty to ninety hands. A new boiler of 150-horse-power capacity and an engine of one-hundred-horse-power, Sinker & Davis build, is being put in at these works.

Industrial Notes. The Sinker-Davis Company last week shipped one of its "Jumbo" saw-mills, engines and boilers, complete, to Lagrange,

Every commission man at the Indianapolis Stock yards has stock in the new pork-house company, their holdings ranging from \$1,000 to \$15,000.

The handle manufactory at Brightwood has become one of that suburb's most successful industries, and is already giving employment to forty men.

The National Electric Headlight Company, of this city, has closed a contract to furnish electric headlights for thirty loco-motives on the Chesapeake & Ohio road. Most of the machine-shops are now so full of orders that to-day they will commence working ten hours. During the winter nine hours has been the schedule. The Eclipse bicycle-works last week in-creased their force thirty men, now work-

ing 180 men, and turning out thirty bicycles a day Four days in the week the works run natil 10 P. M., so crowded are they with The Water-works company, which for three weeks has had a large force at work on its outer water-works dredging the gal-

lery, has about completed the work, and has decided to extend the gallery 1,000 feet, twenty feet in diameter. Arthur Jordan, who is now one of the largest shippers of poultry and eggs to Eastern markets in the West, expects this year to double his volume of business. He

has established recently several new branch houses and increased the business of its older branches. The Arcade file-works, which are to move from Sing Sing, N. Y., to Anderson, Ind., give employment to three hundred men. The company last week contracted with

the Sinker-Davis Company for a large amount of shafting and gearing to be used in the establishment. The Indianapolis packing houses have since the season commenced, Nov. 1, killed 303,000 hogs, 7,000 less than in the corresponding period of 1890 and 1891. The decrease is noticeable in all packing-house

points. At Chicago 182,784 less hogs have been killed this season. Messrs. Ghaherty and Worthington, of the Big Four, inventors and patentees of the new cattle surface guard, will have the guards, which promise to come into general use, manufactured here if they can make arrangements with the Indianapolis Frog and Switch Manufacturing Company.

The Jenney Electric Motor Company a few weeks ago ran an electric-power line from their establishment on South Illinois street out Garden street to the bicycle manufactory on Virginia avenue. Now there are eight manufacturing interests which derive the power to run their machinery from this company. The Knickerbocker Meter Company is

meeting with unexpected success. The meter is said to be the most accurate manufactured. The company is now making arrangements to manufacture them on a large scale. Over six hundred meters have already been ordered, and it is but two months since the company began business. Dean Bros. have shipped a large hy-draulic pump to the Haugh-Kurtz Steel Company, Anderson, Ind. It will produce a water pressure of three thousand pounds per square inch. They also shipped a large water supply pump to the American straw-board-works, Noblesville, Ind. Capacity of pump, one-half million gallons of water

One of the busiest places in the city is the Premier steel-works, and the plant is not doing one-third the business it is expected to do when the new blooming mill is completed and the further additions to its plant completed. Up to date \$600,000 has been put into this plant. Last week a contract to furnish twelve hundred tons of iron beams was awarded to these works.

But few Indianapolis industries have made more remarkable progress than that of book-binding and lithographing. Twenty years ago there were but two establishments of this character here. Now there are half a dozen. Twenty years ago the pay-rolls show that but forty persons were employed in one of the largest establish-



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Send two 2-cent stamps for Mrs. Pinkham's beautiful 88-page illustrated book, entitled "GUIDE TO HEALTH AND ETIQUETTE." It contains a volume of valuable information. It has saved lives, and may save yours. Lydia E. Pinkham Med. Co., Lynn, Mass.

ments. Now the same house gives employ ment to 180 men and women and the other establishments have grown proportion-

The representatives of the large harvest and agricultural implement manufactories with houses located at Indianapolis report that the outlook for business with them was never brighter. The McCormick works are shipping to the Indianapolis distrib-uting-houses several hundred car-loads of mowers and reapers, many of which are shipped out from here in the same cars, to avoid expense of handling. The Oliver chilled plow-works are shipping in here car-loads of plows, which will be dis tributed from the Indianapolis house next month, and with all the other handlers of this class of implements the same activity

Nordyke & Marmon Company state that while there has been a slight depression in flour milling it has been only temporary, and has not at any time recently had any effect on the demand for milling machinery. Inquiries are being received by them in encouraging numbers, and of a class which results in many desirable orders. While there are many large mills proposed, mills of small and medium capacity are being built in unusually large numbers. They have found it necessary to increase their already large traveling force in order to fill the engagements made with customers by correspondence through the office.

Probably the largest order ever given by any firm in the business is one just taken by the American Straw-board Company from Arthur Jordan, poulty and egg-dealer of this city, for tweleve car-loads of eggcase "fillers," which are the pasteboard "cells" or "pockets" in which eggs are packed for shipment, and forty car-loads of pine lumber out of which the cases are made. This means the necessary material for 180,000 cases of eggs. equal to nearly four million dozen, or 350 car-loads of eggs when packed for shipment, representing the supply required for the business of this house to June 1. A very noteworthy fact in connection with this transaction is that both the pine lumber and the pasteboard fillers were contracted at 20 per cent. lower prices than last year, or in any former year, notwithstanding the fact that both straw-board and pine lumber are dutable articles, regulated by the new tariff.

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They are thought by some to be food; but this is not proved. They are tonics; this is admitted by all. Cod-liver oil is mainly a

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> etc., etc. Take street-cars for
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air and muscous out of the lungs. In Compressed Air fresh and medicated air isforced into the lungs with each in spiration, the blood being more richly supplied with oxygen. A healthier nutrition is the immediate results. Fail to do this and the patient goes steadily down. This is not a smelling bottle hor a compound oxygen. Oxygen is a gas and cannot be put into a small bottle.

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